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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
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REPORT

50X1-HUM

CD NO.

COUNTRY USSR

DATE OF INFORMATION 1949

SUBJECT Economic - Shipbuilding

DATE DIST. *W* Jun 1949

HOW PUBLISHED: Daily newspapers

NO. OF PAGES 2

WHERE PUBLISHED USSR

DATE
PUBLISHED 4 - 27 May 1949

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

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REPAIR FACILITIES IMPROVING;
RIVER SHIP REPAIR LAGS

SHIP-REPAIR PLANT RENOVATED -- Morekoy Flot, No 41, 24 May 49

The Astrakhan Ship-Repair Plant imeni "X godovshchiny Otktyabr'skoy revolyutsii" (director, N. Nikolayev) has exceeded the prewar production level. The organization and skills of its workers, more than 70 percent of whom are young FZO, technical school, and institute graduates, have improved. The plant has been renovated and changed into a base for capital repair and reconstruction of the fleet. The reconversion of the plant has necessitated several major changes in the operations of its shops. The large machine-tool section of the machine shop has been put on a three-shift basis to handle the sharp increase in work, and the plant is now training a group of 25 young lathe-men to fill in the shifts. Idle equipment has been placed in service, methods have been developed to speed production of parts, and labor-consuming processes are being mechanized. The body, millwork, carpentry, assembly, and other shops will also be organized to produce more.

The lack of mechanized facilities for transporting heavy parts from the ship to the shop and return has resulted in many delays. The problem has been partially solved by laying a wide-gauge rail line along the entire dock front and the use of two 7-ton railroad cranes. In 1949, instead of a narrow-gauge rail line, it is planned to lay a wide-gauge line along the shops so that cranes can be used throughout the entire plant area. This will eliminate one of the worst bottlenecks.

The plant still has a high percentage of flaws in casting, particularly bronze casting. This results from deficiencies in the supply and quality of bronze and pig iron sent to the plant from the main administration.

In April, four of the plant's shops converted to the cost-accounting system, and all shops will use this system in the second half of 1949. The operation of the oxygen station on a cost-accounting basis has had remarkable results.

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ESTONIAN PLANT BUILDS FIRST DIESEL SHIP -- Sovetskaya Estoniya, No 115
18 May 49

The first Estonian Diesel ship, the Saaremaa, was built at the ship-building plant in Loksa. The ship now anchored in the Tallin seaport, is equipped with the latest machinery and mechanical devices. Estonian ship-builders have installed some technical innovations, such as interchangeable pumps. In case of a breakdown, the faulty pump is replaced by a duplicate. The cooling system is an original design. Sea water is fed into pipes to cool the fresh water supply, the fuel line, and the engine, making it much easier to service the equipment at sea.

The ship's crew is made up mostly of young Komsomols. Its captain, Yevreinov, is a veteran of many long voyages. The Saaremaa will soon begin regular operation, transporting freight to various Baltic seaports.

SRETENSK PLANT EXCEEDS APRIL PLAN -- Zabaykal'skiy Rabochiy, No 86, 4 May 49

The Sretensk Ship Repair Plant, Chita Oblast, completed the 4-month plan on 19 April and increased labor productivity 19.5 percent above plan. The plant fulfilled the April plan 107 percent for gross production and 126 percent for finished goods production.

RIVER SHIP CAPITAL REPAIR SLOW -- Rechnoy Transport, No 42, 27 May 49

Capital repair and refitting work on many river ships is being carried out at a very slow pace. The steamships Krasnaya Sibir' (in the Plant imeni Kuybyshev), Mekhanik Tokarev (in the Stalingrad Plant), Mart'yanov (in the Plant imeni Zhdanov), and Stroitel' (in the Shcherbakov Works) have been under repair since 1943. The steamships Kalinina (in the Khabarovsk Plant) and Lev (in the Plant imeni Karl Marx) have been under repair for about 5 years. The steamship Sergey Lazo has been laid up at the Novoladozhskiy Plant since 1945.

GOR'KIY PLANT BUILDING DIESEL SHIP -- Sovetskaya Litva, No 121, 25 May 49

The dry-cargo Diesel ship Leningrad is under construction in the shipyard of the "Krasnoye Sormovo" Plant imeni A. A. Zhdanov in Gor'kiy.

SHIP REPAIRS TO BE COMPLETED -- Leninskoye Znaniya, No 102, 25 May 49

Workers of the Petrozavodsk Ship-Repair Plant have pledged to complete capital repair of the steamship Martinets-90 by 20 June 1949 and to complete medium repair of the steamship Ogyust Blanki by 29 June.

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